

COMMERCIAL

HONOLULU, OCT. 6, 1898.

We have had remarkable light weather for the past twenty days, with plenty of rain, still we can hardly say that business has been checked as it would be in the case of the year, and while we have not seen ships in port and not many of the plantations grinding, we cannot look for business to be very brisk.

The whaling bark *Midas*, arrived last week with a very good season catch of 1,200 barrels of whale and 40 barrels of sperm oil, and 5,000 lbs. bone. She left the wharf early, having filled up her tanks. Up to the time of her leaving there were but few vessels in the harbor, and the prospects are that they may do very well.

The French ship *Henri IV*, and the Italian ship *Procedura*, have arrived from Mexico, en route for Oahu with coals.

The Hawaiian brig *Phyllis*, is to hand from the Arctic. Her report is only ten days later than that brought by the *Milo*, and shows no change in the catch. The *Phyllis* was on a trading voyage.

C. S. Bartow held a sale today for the purpose of clearing out consignments of staple and fancy goods, groceries, etc. The line of goods offered were mostly of the credit liberal, with the prices obtained were low, and show that our market is overstocked with this class of goods, and the prospect of the fall trade is not very encouraging.

The steamer *Idaho* sailed yesterday with a full cargo of mostly reduced cargoes, and quite a number of passengers.

The Cambridge, of the Hawaiian Packet line, is loading for San Francisco and will sail on the 15th. The *Cambridge* is discharging cargo and will return to the *Milo* for lumber.

The bark *Constitution* has sailed from Hilo for the *Milo*.

The schooner *Kamui*, with a full cargo of sugar, touched on the reef in coming in, and had to be lightened. She was towed in the next morning with 2 feet of water in her hold. Two hundred and fifty bags of sugar were damaged, her value at \$500, other damage \$200.

**STOCKS.**—The latest sensation in San Francisco, that on the "staple" from the Custom House, by the Refinery Company, will, we think, turn out to be a stupendous failure, when the case shall have been adjudged by the authorities. The duty on sugar is not at all unusual, but a specific one, based on color, the importations being submitted to the appraisers themselves to designate the grade and assess the duty accordingly. The tariff does not protect the quantity of crystallized sugar, sugar, and an assayer would have no necessary effect. The planters here have found by experience that dark sugar often analyses to a better price than the light grade, and that no 10 may be much less valuable by reason of grade than No. 12. Molasses and dirt are not of the same value as sugar in new sugar. Probably if the merchants in San Francisco desire to put charcoal in their sugar, they have to deal with the Refinery Company, and the *Refinery* ought to be informed. But in that case, their sugar will become just what the tariff demands No. 12 to be, a refining and not a refinery grade. The distillation of the transaction is just about the same as when under the contract or plantation, with good cane and excellent machinery, and skill to make the best grade, found it impossible to make their sugar dark enough to come within the grade agreed upon in their contract, and therefore resorted to various expedients in coloring and tanning to make a No. 12 sugar. According to some it is dishonest, to make dark sugar when a light one can be made, because the tariff was thereby defrauded. And we suppose if the Refinery Company had put out their sugar instead of charcoal, their honesty could not have been called in question. The refining of the color and grade has not been done in "a corner" here, it was done long time by tanning and coloring themselves, but latterly by the substitution of charcoal in the higher grades, and if deception on the United States Custom House officials was intended, the company took a very singular way to do it. Mr. Gordon says he has notified the officials that the Refinery meant to import these sugars clandestinely, and the record will show that that is just what the Custom House will assist in. We advise the importer, however, of saying 10,000 pounds of refined sugar in Europe, at 8¢ per pound, mixing it with charcoal, paying freight and tariff of 5¢ per pound, and then reselling it in San Francisco, to try it on and inform the public how much profit there is in the transaction. The Custom officials would agree to it every time.

LOCAL NEWS.

METEOROLOGICAL TABLE.

PREPARED BY CAPT. DANIEL SMITH, HONOLULU.

For the month of September.

1898	Wind	Bar.	Ther.	Humid.	Rain.
1	N E moderate	30.05	78.50	75-80	0
2	S E light	30.00	78.50	75-80	0
3	S E light	30.00	78.50	75-80	0
4	S E light	30.00	78.50	75-80	0
5	S E light	30.00	78.50	75-80	0
6	S E light	30.00	78.50	75-80	0
7	S E light	30.00	78.50	75-80	0
8	S E light	30.00	78.50	75-80	0
9	S E light	30.00	78.50	75-80	0
10	S E light	30.00	78.50	75-80	0
11	S E light	30.00	78.50	75-80	0
12	S E light	30.00	78.50	75-80	0
13	S E light	30.00	78.50	75-80	0
14	S E light	30.00	78.50	75-80	0
15	S E light	30.00	78.50	75-80	0
16	S E light	30.00	78.50	75-80	0
17	S E light	30.00	78.50	75-80	0
18	S E light	30.00	78.50	75-80	0
19	S E light	30.00	78.50	75-80	0
20	S E light	30.00	78.50	75-80	0
21	S E light	30.00	78.50	75-80	0
22	S E light	30.00	78.50	75-80	0
23	S E light	30.00	78.50	75-80	0
24	S E light	30.00	78.50	75-80	0
25	S E light	30.00	78.50	75-80	0
26	S E light	30.00	78.50	75-80	0
27	S E light	30.00	78.50	75-80	0
28	S E light	30.00	78.50	75-80	0
29	S E light	30.00	78.50	75-80	0
30	S E light	30.00	78.50	75-80	0

\* Rain gauge kept by Dr. Judd.

Phases of the Moon for the month of Oct'r.

PREPARED BY CAPT. DANIEL SMITH.

1st Full Moon	2nd Full Moon	3rd Full Moon	4th Full Moon
Oct. 1st, 11:11 A.M.	Oct. 11th, 11:11 P.M.	Oct. 21st, 11:11 P.M.	Oct. 31st, 11:11 P.M.
1st New Moon	2nd New Moon	3rd New Moon	4th New Moon
Oct. 1st, 11:11 P.M.	Oct. 11th, 11:11 A.M.	Oct. 21st, 11:11 A.M.	Oct. 31st, 11:11 A.M.

HONOLULU MEAN TIME.

1st Full Moon	2nd Full Moon	3rd Full Moon	4th Full Moon
Oct. 1st, 11:11 A.M.	Oct. 11th, 11:11 P.M.	Oct. 21st, 11:11 P.M.	Oct. 31st, 11:11 P.M.
1st New Moon	2nd New Moon	3rd New Moon	4th New Moon
Oct. 1st, 11:11 P.M.	Oct. 11th, 11:11 A.M.	Oct. 21st, 11:11 A.M.	Oct. 31st, 11:11 A.M.

CABINET COUNCILS, at Iolani Palace, His Majesty presiding, were held on Saturday and yesterday.

The Credit Sale, to close consignments, of the stock of Theo. H. Davies' goods, will be continued to-day, at the Auction Room of C. S. Bartow.

MESSRS. WALKER, ALLEN & CO. are the Agents for those excellent card matches made by the Percussion Match Co. of San Francisco. The labels are printed in Hawaiian, but we would suggest Ahl-Koe as a better name for permanent use.

THE *Midas*, Capt. Drake, the first whaler from the Ochoak Sea, arrived on Thursday last, with a very good season's catch. She brings a favorable report of the ships up to the date of her leaving the Sea—about the 1st of September. There are only a few ships cruising there this season.

THE *ROYAL LANE*—This ship, which has been lying in our harbor for several months past, awaiting orders from her owners, was yesterday loaded by Messrs. Foster & Co., in the sum of \$15,722, for repairs. The Marshal has taken possession of her, and the suit will be heard to-morrow, before Judge Hartwell. The *Lane* is owned in England, and was damaged in taking cargo at Honolulu's Island.

The entertainments given by Martin, the Wizard, at the Theatre, have drawn crowded houses, and have delighted his audiences. He gave an entertainment on the steamer *Idaho*, on the passage down, that gave some of our residents a favorable opinion of his cleverness in his profession. Many of his tricks are new here, and are wonderfully well done. He will perform every night this week.

**EARTHQUAKE.**—On Thursday last, there was a smart shock of earthquake at Kawaihewa, Hawaii, that started everybody out of their houses. At Hilo, on the 22nd ult., the atmosphere was loaded with smoke, and frequent slight shocks of earthquake were felt. The San Francisco papers of the 12th noticed the smoky atmosphere that prevailed there. Perhaps they may be able to connect the smokes, and suggest a cause for ours as well as theirs.

**SPECIMEN BLOCKS.**—An elegant collection of specimen blocks of the woods of these Islands has been put up at C. E. Williams' shop, for Dr. Newcomb, intended for the new Cornell University. The blocks are of uniform size—some six inches square on the face by four inches deep. The faces are finished in French polish, showing to the utmost advantage the color and grain of the various woods. Thirteen varieties are represented: the kaula, ko, kamani, kauwila, kolea, huali, sandal wood, ohia, opihia, ahakea, hau, kukui, lauhala and nia (cocconut). The two latter, under polish, are very similar in appearance; the first five are close-grained, dark woods, showing a splendid material for ornamental work. The Islands abound with other woods, equally available for such work.

**STEAMER DAY.**—The steamer *Idaho* sailed on Monday, with 34 passengers and full freight, for San Francisco. She has discharged and loaded at the new wharf, west of the Custom-House, designated for the future use of this line. The wharf was filled with the carriages of those who had come to speed their departing friends, and a crowd of people thronged both the steamer and the wharf. The scene was the culmination of the excitement and hurry of steamer day, which will hereafter occur every third Saturday. By the Time-Table, published to-day, it will be seen that the *Idaho* leaves San Francisco to-day, for this port, and that the departures from there are fixed for every third Wednesday. A commodious shed is to be built immediately on the wharf, to protect the lading and unloading of cargo from the weather, and for storage of the same.

**ANNOUNCEMENT.**—The arrival of the mails, especially when at considerable intervals, as has happened of late, causes a large amount of mail matter to come to hand for assortment and distribution. Large crowds gather on the post-office veranda, and those who do not have lock boxes naturally are impatient to get hold of their letters and papers. The noise and impatience outside of the office are sufficient to distract the attention of the clerks, and when they are hindered in their operations by mischievous persons calling out wrong numbers to boxes, to confuse the recording clerk, in his charges, and insulting remarks are made, to irritate and annoy them, not only the post-office work is hindered, but the whole public is put to inconvenience and delay thereby. This petty mischief has been indulged in under cover of the night distribution of the mails, but we are quite sure it would be summarily checked by the crowd, if it is known that such conduct, in some, has already been repeated several times. The fun is too mean for the million to enjoy.

**COURT NEWS.**—On Monday of last week, His Majesty the King gave an audience to Capt. Price, of H. B. M.'s Ship *Sword*, at Iolani Palace. Capt. Price was accompanied by J. H. Wodehouse, Esq., H. B. M.'s Commissioner and Consul-General.

On Friday, of last week, M. Berenger, Acting Consul for Italy, had an audience of His Majesty, on which occasion he had the honor to present a letter from His Majesty the King of Italy, announcing the marriage of the Heir Apparent, the Prince Royal, Humbert, of Savoy, to the Princess Margaret.

On Friday last, His Majesty received Hon. Alfred S. Hartwell, recently appointed First Associate Justice of the Supreme Court; and subsequently, Dr. R. W. Wood, and Lieut. Fleuriat, of the French Navy, detailed by his Government on a scientific mission.

Lieut. Fleuriat was accompanied by Mons. P. Berenger, H. I. M.'s Commissioner and Consul.

THE *MONONGA*.—By the *Idaho*, several of the officers of the *Monong*—their relief having arrived by the steamer—look passage for San Francisco. Capt. Simpson is expected also to be relieved by Capt. Luce, and will probably go East by the next *Idaho*. The detached officers are, Lieut. Com. T. L. Swann; Surgeon, J. S. Knight; Acting 1st Asst. Engineer, J. M. Middleton; Do. 2nd do., Grenville Lewis; Do. 3rd do., O. C. Chamberlain, and W. F. Blakemore. We give the list of officers of the vessel, with the names of those who reported for duty on the 29th ult.:

Commander—R. Simpson.  
Lieut. Commander—H. Hayward.  
Masters—H. H. Black, R. T. and C. H. Stockton.  
Surgeon—H. R. Mansfield, J. H. Miller, A. Decker and R. B. Rind.  
1st Asst. Engineer—C. D. Mansfield.  
2nd Asst. Engineer—C. H. Greenleaf and S. Griggs.  
3rd Asst. Engineer—C. D. Bicy and J. R. Peck.  
Pay Clerk—W. V. Moriarty.

**EARTHQUAKES.**—Rev. C. G. Williamson, of Christ Church, South Korea, has favored us with his observations of the earthquakes that have, for the last three months, been felt on Hawaii. The shocks have been frequent, though slight, and fears of another eruption are gradually subsiding. Mr. Williamson's record of the earthquake period of last April, published in the GAZETTE, was a most valuable contribution to science, as we believe the following will be also:

S. KONA, HAWAII, Sept. 30, 1898.  
MY DEAR SIR: It may be interesting to some of your readers to receive further accounts respecting the earthquake shocks experienced in this district during the last three months, including some that I have felt in other places on this island, which I will specify in proper order:

Sept. 16—At 5:50 A. M., light.  
Sept. 17—At 10:15 P. M., heavy.  
Sept. 18—At 11 A. M., moderate.  
Sept. 19—During the night, light.  
Sept. 20—At 11 P. M., light.  
Sept. 21—At 11 P. M., light.  
Sept. 22—At 11 P. M., light.  
Sept. 23—At 11 P. M., light.  
Sept. 24—At 11 P. M., light.  
Sept. 25—At 11 P. M., light.  
Sept. 26—At 11 P. M., light.  
Sept. 27—At 11 P. M., light.  
Sept. 28—At 11 P. M., light.  
Sept. 29—At 11 P. M., light.

I may add, as I have seen no statement to this effect, that in eleven different places, (although contiguous,) the lava has risen in cracks, caused by the great earthquake of April 24, within a few miles of Mr. Richardson's house. During my late visit in that direction, he (Mr. R.) most courteously conducted me to the scene of the split rocks, and together we investigated the cracks and fissures. Overpowering heat is still rising in numerous places, and a thin, curling smoke issues from many of the cracks.

I am, &c., C. G. WILLIAMSON.

**Coolies and the Clergy.**  
MR. EDITOR: A portion of the clergy seem to insist that the labor-system on these Islands is a heinous oppression and wrong, and that, in their capacity of instructors, they must not cease to "lift up their voice like a trumpet," to cry down and stop the inquiry by means of their press.

It little matters that some of their own class have differed in their views of the case, and have personally availed themselves of the services of coolies; or that many other sound-thinking and fair-minded men, who would not do violence to their consciences by abetting any unjust or oppressive system, have done the same; these leaders, in their zeal to "lay judgment to the line, and righteousness to the plummet," represent that coolie labor is but "slavery" in the eye of Heaven—a sin and a curse—and if laborers and servants are required, they must be procured in some other way. Laying this down as their platform, they leave capital, the business and planting interests, to find their own way out of the obscurity which hangs around the labor question, and which these reformers are helping to begot.

It seems to illustrate narrow views of human nature, and of liberty, and the strange ideas held respecting the planters and the Government in the minds of these guides, when they say, "It has seemed strange to us why so many Hawaiians should be willing to delve in the guano deposits on the barren islands on and near the Equator, or risk exposure to the rigors of an Arctic cruise—not the planters and Government responsible in a measure for this state of affairs?"

While the whites and other races may gratify their curiosity, seek novelty and change, or pursue enterprise by traveling, or sojourning, or settling in every island or country under the sun, and may sail in every sea, "the planters and Government" are regarded as blameable for the Hawaiians following the bent of their inclinations in doing likewise. Are we to infer that power should be interposed to keep the Hawaiians at home to labor on the plantations, or work as servants? It may be believed by some that by so doing the coolie system might be arrested!

The "probe" and "panacea" for the cure of "the evils which exist," of which they speak, may perhaps be discovered when there shall have been a wide crash-up of the planting interests, and of business and capital on these Islands. In such an event, they will still insist that they had no hand in bringing it about.

LALANDE, the French astronomer, carries a gold box filled with spiders, and on being introduced to any one, takes pains to inform his new acquaintance that he neither believes in God nor fears spiders, and in proof of the last remark, swallows one of the insects then and there.

Railway Disaster in England.

The foreign mails by the Canadian steamer *Idaho* arrived at New York on Tuesday, with dates to August 22d. The English papers give full particulars of the terrible disaster to the Irish mail train (reported by the cable), which on its way from London to Holyhead on the 28th of August. Among the victims were some distinguished persons. The London Daily News says:

While the Duke of Abercorn and Lord Castlereagh escaped from the burning train unharmed, Lord and Lady Farnham and Sir Nicholas Chinnery were burned to death. Lord Farnham was the seventh Baron of that title in the peerage of Ireland, and was born in Dublin on August 28, 1790.

On December 4, 1828, he was married to the Hon. Anna Maria, daughter of the late Lord Spencer. This lady was sixty-three years of age at the time of her death. Her Lordship, who was for some time one of the representatives of Cavendish county in the House of Commons, succeeded his father in the title in 1828, and in the following year was elected one of the representatives of Ireland.

The deceased peer was a Knight of St. Patrick, leaves no issue, and his brother, the Hon. Somerset, who was born in 1804, is in his sixty-fifth year succeeds to the title.

The Rev. Sir Nicholas Chinnery, who also was a passenger in one of the front carriages of the fatal train, was born in 1804. He was educated at Queen's College Cambridge where he graduated M. A. in 1829. Sir Nicholas, who was formerly assistant minister at Trinity Chapel, the Convent street, Hanover square, succeeded his father as third baronet in 1840, and was married in 1843 to Anne, daughter of the late Rev. John Vernon, of Cavendish, a descendant of a male heir the title became extinct.

The causes of the disaster are described as follows: Part of the goods train was detached near Abercrombie, and two wagons were bumped against the latter half and set it in motion. The train was then divided into two, the descending wagons gathered velocity as they proceeded, and ran about a mile, when they met the main train coming at a speed of forty miles an hour.

There is a sharp curve at one point of the line and also a cutting, so that the driver of the train was unable to see the danger ahead until the wagons were close upon him. He immediately shut off the steam, put on the brakes, and told the stoker that they were to stop. The train, however, would not stop, and the engine, which was at the head of the train, was killed, while Thompson, leaping off the engine, escaped with some slight bruises.

When the crash occurred, the mail engine leaped on to the goods wagons, and the tender, guard van, two first-class and one second-class carriage followed. Two of the wagons were unhappily laden with casks of the inflammable oil known as petroleum. These were all broken by the force of the collision, and the contents of the casks, in a moment the whole mass became covered with flames.

Thompson, the driver, though partially struck by the fall, dismounted, and, as it were, of mind. As soon as he could, he ran to the double Postoffice van in the middle of the train, and seeing the first half was on fire, he dismounted the other half, and the hinder part of the train thus released ran a short distance down the rest of the incline away from the burning pile, the lives of the passengers in the rearward carriage being by this means saved.

The petroleum and the woodwork of the coach carriages burst fiercely, upward of an hour, so severely that thousands of spectators were soon attracted to the spot. None could approach near the flames. A line of men was formed to an neighboring pool on the sea-shore, and buckets of water were thus passed along, but this apparently had no effect upon the flames. Everything, and every body and carriage, was consumed in the fire, and the whole was speedily reduced to a heap of black char. Both lines were blocked up, and the telegraph wires were broken, and the stationer after way was for some time stopped.

From the remains, which have been removed to Abercrombie Church, it is conjectured that only three persons have lost their lives in this terrible calamity. Inspector Owen has in his possession thirteen gold and four silver watches, or rather the remains, most of them broken, and so, it is difficult to recognize them. The excitement caused in this neighborhood by the calamity is naturally unbounded.

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CHINESE SILK—all colors, plain and figured. Ladies' and Gents' Linen. For sale by A. S. CLEGHORN.

**LINEN DRILLINGS.**  
A FULL ASSORTMENT—WHITE and BROWN. For sale by A. S. CLEGHORN.

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GENTLEMEN'S SUPERIOR white, Hickory, Regatta, Grey and Blue Wool. For sale by A. S. CLEGHORN.

**MUSLINS.**  
BISHOP'S LAWNS, Queen's Lawns, Victoria Lawns, Nansook. For sale by A. S. CLEGHORN.

**BROWN COTTONS.**  
DESLIMS. WHITE COTTONS. For sale by A. S. CLEGHORN.

**LUBRICANTS.**  
Toilet and Hair Brushes. For sale by A. S. CLEGHORN.

**HOSIERY OF ALL KINDS.**  
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**DASSIMERS.**  
BROADCLOTHS, TWEENS. For sale by A. S. CLEGHORN.

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Imitation Silk. For sale by A. S. CLEGHORN.

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PICTURES. For sale by A. S. CLEGHORN.

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Surgery's Medicines. For sale by A. S. CLEGHORN.

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MARTIN!

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For particulars see Small Bills.

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**Administrator's Notice.**

ALL PERSONS HAVING Claims against the Estate of PETER NAILE, of Honolulu, deceased, are hereby notified to present the same for liquidation to the undersigned, and all those indebted to the said Estate are requested to make prompt payment.

WM. HUMPHREYS,

One of the Administrators.

Honolulu, Oct. 3, 189